

PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 790C  
(Trestle "F")  
11 miles west of Corrine  
Corrine Vicinity  
Box Elder County  
Utah

HAER No. UT-64-F

HAER  
UTAH  
2-CORR.V,  
IF-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Rocky Mountain Regional Office  
Department of the Interior  
P.O. Box 25287  
Denver, Colorado 80225

# HISTORIC AMERICAN ENGINEERING RECORD

## PROMONTORY ROUTE RAILROAD TRETTLES, TRESTLE 790C (TRESTLE "F") (HAER No. UT-64-F)

HAER  
UTAH  
2-COR1.V,  
IF -

**Location:** UTM: 12/391980/4605205

**Present Owner:** Southern Pacific Transportation Company, San Francisco

**Present Use:** The railroad grade and trestles are used as a Chevron Oil Company pipeline route and, in part, as a vehicular corridor. The trestles are to be demolished and replaced with earthen fill.

**Significance:** This trestle is one of many remaining Promontory Route railroad trestles, which were originally part of the first transcontinental railroad route constructed across the United States. These trestles represent a class of small utilitarian wooden trestles constructed throughout the country during the latter half of the 19th century.

### PART I. HISTORICAL INFORMATION

1. Date of Construction: 1882
2. Railroad Structural Designation: 790C (at milepost 791.13)
3. Architect: Central Pacific Railroad Company
4. Original and subsequent owners: Central Pacific Railroad Company, 1882-1884; Southern Pacific Transportation Company, 1884-present
5. Builders, contractors, suppliers: Central Pacific Railroad Company
6. Original plans and construction: Unknown
7. Alterations and additions: stringers S.H. replaced, 1933; caps replaced, 1934; 3 ties replaced, 1940.
8. Comments: The 1920 and 1941 Bridge Inspection Books<sup>1</sup> describe this trestle differently. Both describe it as an open deck structure measuring 10 feet long and 7 feet high and having four-pile bents which are untreated. The 1920 book notes that it has three 7-by-16-inch stringers. The 1941 book, however describes them as three 8-by-17-inch stringers. In 1933 an unknown number of stringers were replaced; in 1934 cap beams were replaced; and in 1940 three ties were tie plated. It was considered in good condition in 1941.

## PART II. ARCHITECTURAL INFORMATION

This is a short wooden framed single span trestle measuring 11 feet 8 inches long and 6 feet 2 inches high (from water to bottom of rail). The trestle has four-post bents upon which rest large cap beams. Two pairs of stringers, in turn, rest on those cap beams and form the support for the ties. The use of four-post bents suggests that only "light-loading" (use of E-45 locomotives) of the trestle was proposed.<sup>2</sup>

The bulkhead construction consists of 2-by-10 to 12-inch boards stacked on edge and held back by the bents under the deck and by 10-by-12-inch posts on the wings. The wings are oriented at a 45 degree angle. On top of the wing walls are 6-by-12-inch beams laid flat and sloping away from the trestle, presumably to reduce erosion of the bank behind the wing walls.

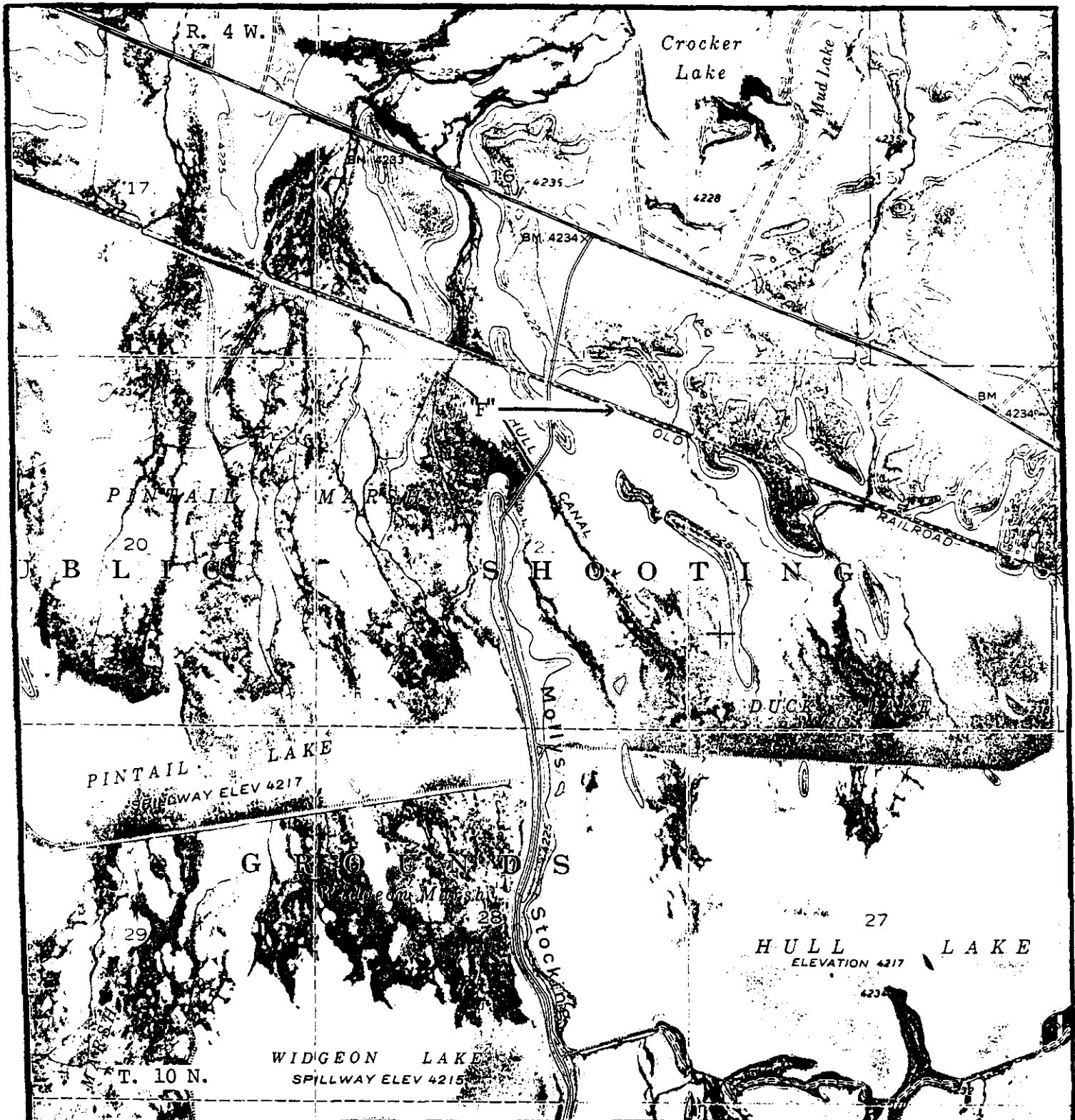
Original juniper (cedar) pilings from the first trestle structure built here were visible adjacent to the current structure bents. They are closer together than the current bents and consist of unmilled circular posts with bark still attached which have been sawed off near the water line. They average about 11 inches in diameter.

On the west face of the easternmost post on the south bent there is a number carved. The number, "798A", was first thought to be the trestle structure number. A check with the maintenance records showed this to be in error.

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1. Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Books 1920 and 1941. On file at the Southern Pacific Transportation Company, San Francisco, California.
2. Walter Loring Webb, *Railroad Construction, Theory and Practice*, New York: John Wiley & Sons, Inc., p. 210.

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Location of Trestle 790C ("F"). Taken from: USGS Public Shooting Grounds, Utah  
Quadrangle 7.5' (1972).